

TRAFFIC & PEDESTRIAN SAFETY MEETINGS

2023



WESTPORTsm
— CONNECTICUT —

Traffic & Pedestrian Safety Task Force

**Police Department
Fire Department
Public Works Department
Planning & Zoning Department**

JENNIFER S. TOOKER, FIRST SELECTWOMAN

Traffic & Pedestrian Safety Meetings

Executive Summary

Report on Findings and Priorities

Introduction.

In the spring of 2022, Westport's First Selectwoman Jennifer Tooker commissioned a series of Traffic and Pedestrian Safety meetings. The purpose of these meetings was to facilitate an open forum and dialogue with residents and Town Officials to identify and discuss traffic issues in their neighborhoods. Nine meetings were conducted, one for each Representative Town Meeting (RTM) District.

First Selectwoman Tooker assembled a Task Force of Town Officials representing the various departments generally involved with traffic and pedestrian safety. Present were members from the Police Department, Fire Department, Public Works Department, and the Planning & Zoning Department. Also present was a Geographic Information System technician who displayed maps and visual images of the various areas being discussed.

During the meetings, residents were encouraged to speak about current traffic issues and problems they are aware of as well as potential future issues they were concerned about. The Task Force alternately listened, took notes, and occasionally weighed in on the residents' concerns.

The primary focus of the meetings was to have the Task Force listen carefully to and record the residents' concerns.

The Task Force collected the residents' concerns and this data was entered into a spreadsheet for review.

Methodology for Review of the Collected Data.

Once all nine meetings had been concluded, the Task Force compiled all the collected data into the spreadsheet. The data was sorted by various criteria to determine how to prioritize which projects would be considered for implementation.

For those present at the meetings, First Selectwoman Tooker described how the collected data would be prioritized. She used a "three bucket" analogy. Each data record would be assessed and assigned to a "bucket" category based on: First, is it an issue on a State roadway or a Town roadway; then the relative complexity and ease of implementation, and the cost for each task or project. The color scheme of Green, Yellow, and Red is an obvious take on a traffic light schema.

The first bucket includes those projects which were currently ongoing, those related to scheduled maintenance, and those that would take only a modicum of planning and effort to accomplish. These projects would be the easiest to do, and were given the designation of “Green Bucket” requests.

The second bucket includes those projects that require more effort than those in the Green Bucket category. Some of these were more long-term ongoing projects, or projects that had timeframes of a year to several years. They include projects that require more research, more planning, and more permitting prior to construction and completion. They also require more capital spending. These were given the designation of “Yellow Bucket” requests.

The third bucket includes those projects that are out of the Town’s jurisdiction or deemed either too cost prohibitive or too difficult to implement. Thus, the Town chooses not to pursue these projects at this time. These were given the designation of “Red Bucket” requests.

Data was also sorted by RTM District, by complaint location, and by Category to determine what patterns emerged.

Each RTM District was considered separately, and the Town was considered as a whole.

Collected Data.

The comments and issues raised by the residents from the meetings were entered into a spreadsheet as individual records. Therefore, if a resident or an RTM member spoke about several issues, each issue received its own line item in the database.

The database includes 371 individual records.

Each individual record was assessed and given a “Category” label. For example, Sidewalks, Intersection, Speeding. Each record was also reviewed by the Task Force, and they made notations on the nature of each record and what appropriate action might or might not be taken.

Once the records had been reviewed, they were sorted by RTM District, and rated based on the noted criteria. The top-rated results for the Green, Yellow, and Red Bucket requests are included in the appendices for this Executive Summary, and are referenced below.

A quick snapshot of the most frequent records of the collected data sorted by **Category** indicates the following:

Category	Records	Percent
Intersections	76	21
Sidewalks	58	16
Heavy Traffic	49	13
Speeding	46	12
Crosswalks	26	7
General	16	4
Enforcement	15	4
Parking	12	3
Signage	12	3

Some of the less frequently listed data have been combined into similar Categories, and pie charts for the entire set as well as each RTM District have been included.

Summarized Conclusions.

The top-rated requests from the database for the Green Bucket, Yellow Bucket, and Red Bucket lists have been included in the appendices.

The top-rated Green Bucket requests include those items rated as described above and sorted by RTM District, and include the topmost feasible projects to implement.

The top-rated Yellow Bucket requests include those items rated as described above and sorted by RTM District, and include the topmost feasible projects to implement.

The Red Bucket requests include those items rated as described in the Appendix, where each of the most frequent Categories have been addressed.

Green Bucket Enforcement Issues Addressed by Westport Police Department.

Within the collected data, the Westport Police Department (WPD) identified 54 requests for various traffic enforcement related issues. Many of these concerns were specific to a particular road or intersection, while a few were related to a general concern for Townwide enforcement. Additional requests for enforcement were received outside of the Traffic & Pedestrian Safety Meetings, totaling 71 requests.

In the time since the first meeting in mid-March of 2022, Westport Police Officers conducted 971 Selective Enforcement details and 2319 Traffic Stops targeting many areas of concern. Among those stops, 729 citations were written, 17 arrests were made for Driving Under the Influence, and 16 misdemeanor arrests for traffic related offenses were made.

To better address the number of concerns, and the general requests for increased Townwide traffic enforcement, the WPD implemented a Traffic Safety Unit in early

October 2022 to supplement the Patrol Division. This unit is comprised of two officers dedicated exclusively to traffic enforcement and traffic safety initiatives.

This Traffic Safety Unit, in addition to the daily efforts of WPD patrol officers, will continue to target the specific concerns from the Meetings as well as the larger need for traffic calming throughout Town.

Action Plan Grant.

We applied for a SS4A Action Plan Grant on September 15, 2022, prior to the deadline. As detailed in the grant application, the funds would be used to create a comprehensive and strategic action plan to make our streets and roadways safer for ALL users, including pedestrians, cyclists, motorists, and transit users.

The funding would allow us to access expertise and hire consultants to create the Action Plan, which would then put us in a favorable position to seek SS4A funding in the upcoming rounds to both implement initiatives detailed in the Action Plan and to support supplemental planning opportunities.

These grants are being awarded solely on the basis of three metrics:

- 1) Roadway Fatality Count (2016-2020)
- 2) Roadway Fatality Rate per 100,000 Persons
- 3) Percent of Population in Underserved Communities

In order to have a holistic approach, it makes sense to develop a plan and identify top priorities to requesting allocations of grant funding through WestCOG for project implementation.

Going Forward.

This is a living document and will be updated as upgrades are completed, concerns are addressed, or more information is received. The Traffic and Pedestrian Safety tab on the Selectwoman's page at www.westportct.gov will be updated accordingly.

The Traffic and Pedestrian Safety Task Force will meet twice per year to continue receiving feedback from the public.

Contact the Selectwoman's Office at selectwoman@westportct.gov with any questions. Please use "Traffic and Pedestrian Safety" in the reference line.

Appendices & Data.

Appendix A: Pie Charts of Data Category Totals, both Town-wide and by RTM District

Appendix B: Top-rated Green Bucket Items

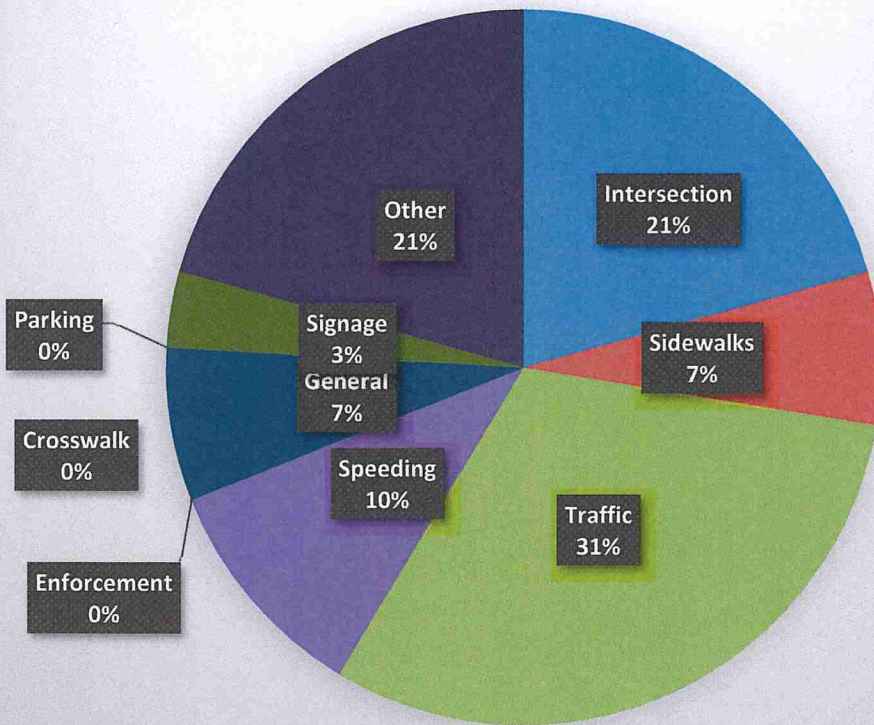
Appendix C: Top-rated Yellow Bucket Items

Appendix D: Summary of Red Bucket Items

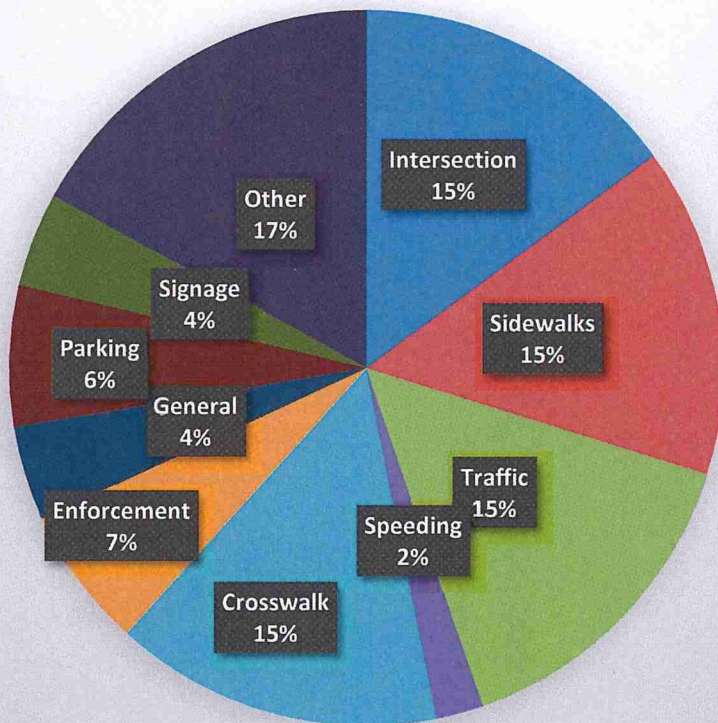
TRAFFIC & PEDESTRIAN SAFETY MEETINGS

APPENDIX A: PIE CHARTS

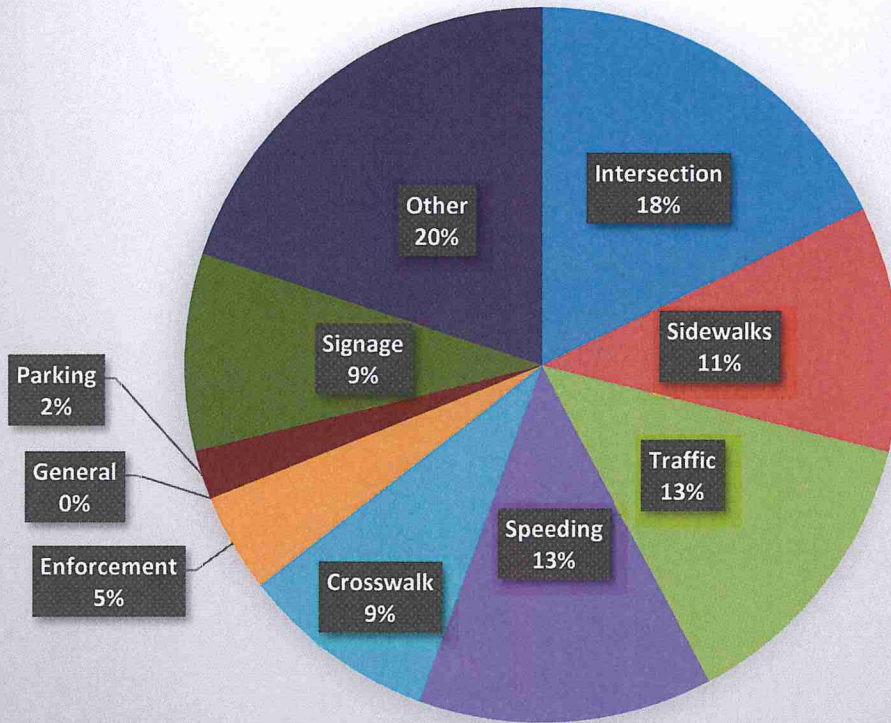
RTM #1



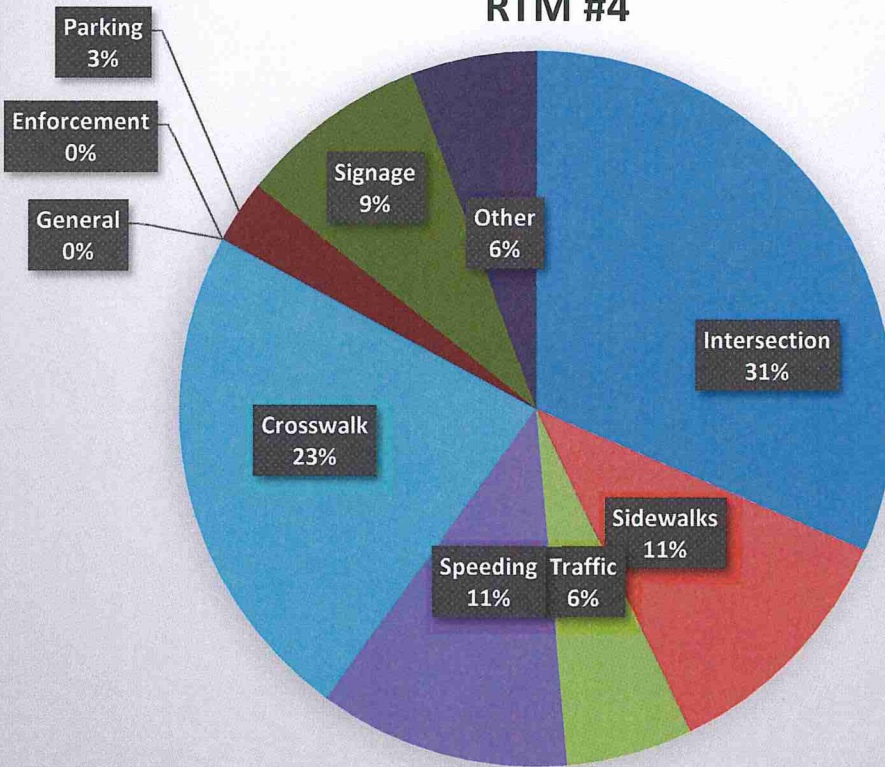
RTM #2



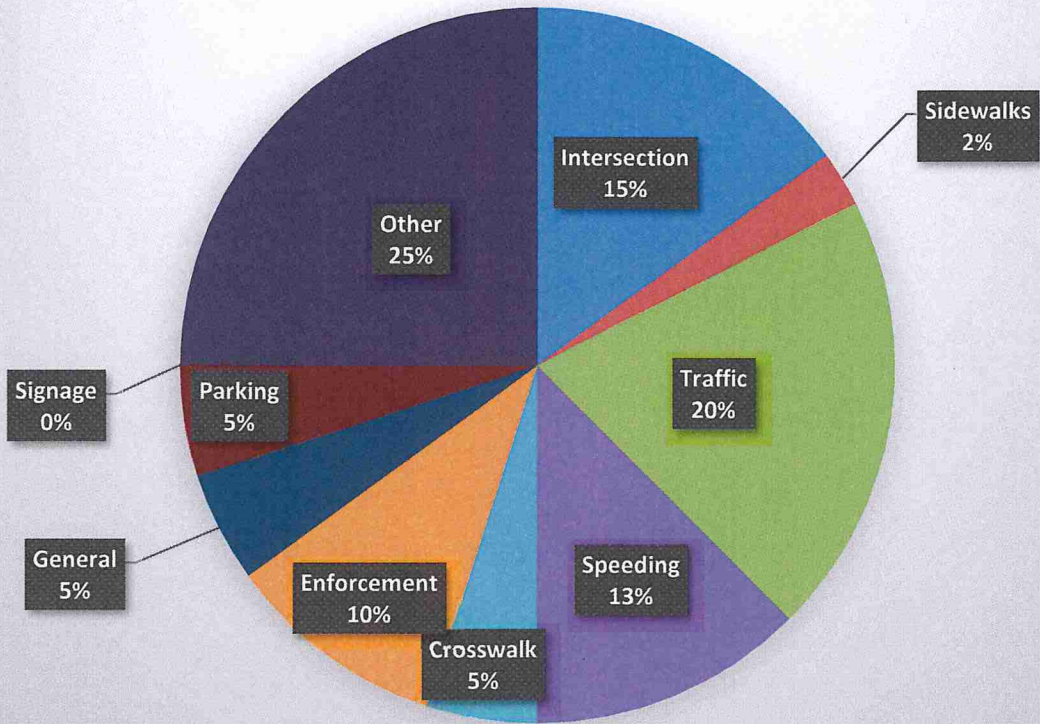
RTM #3



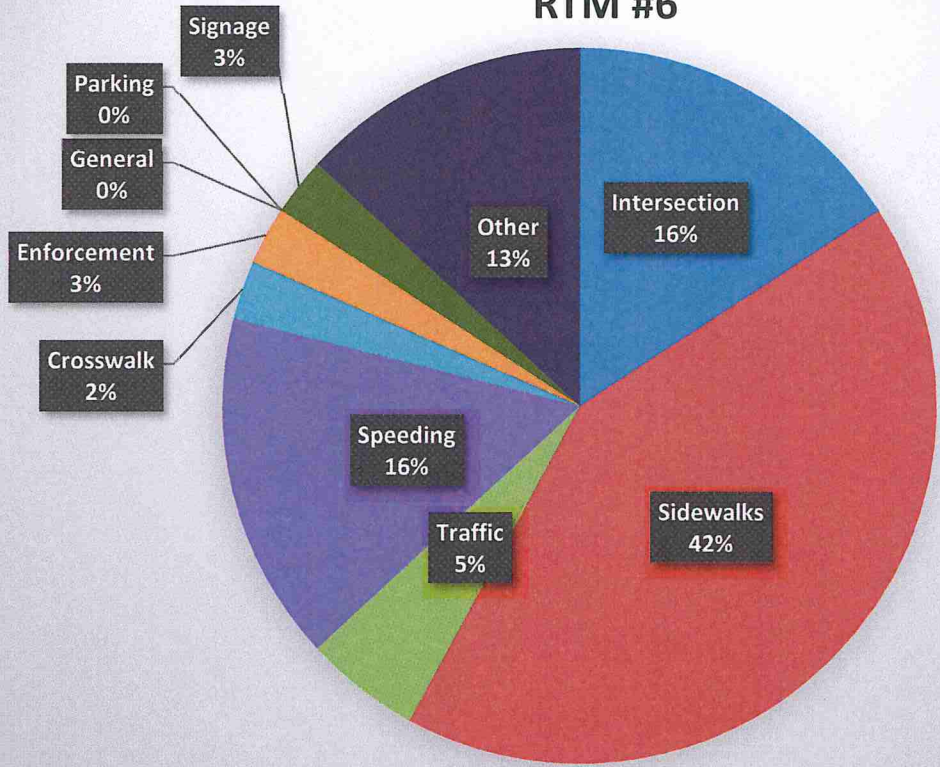
RTM #4

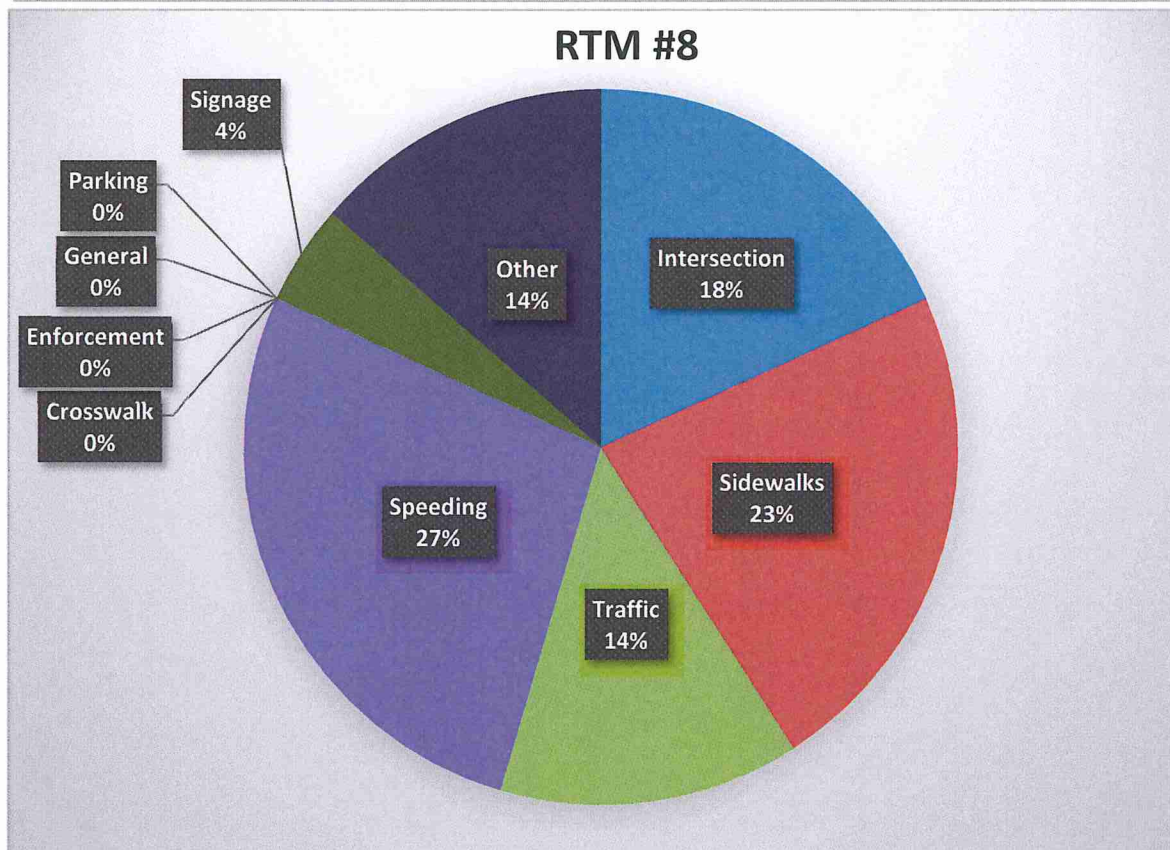
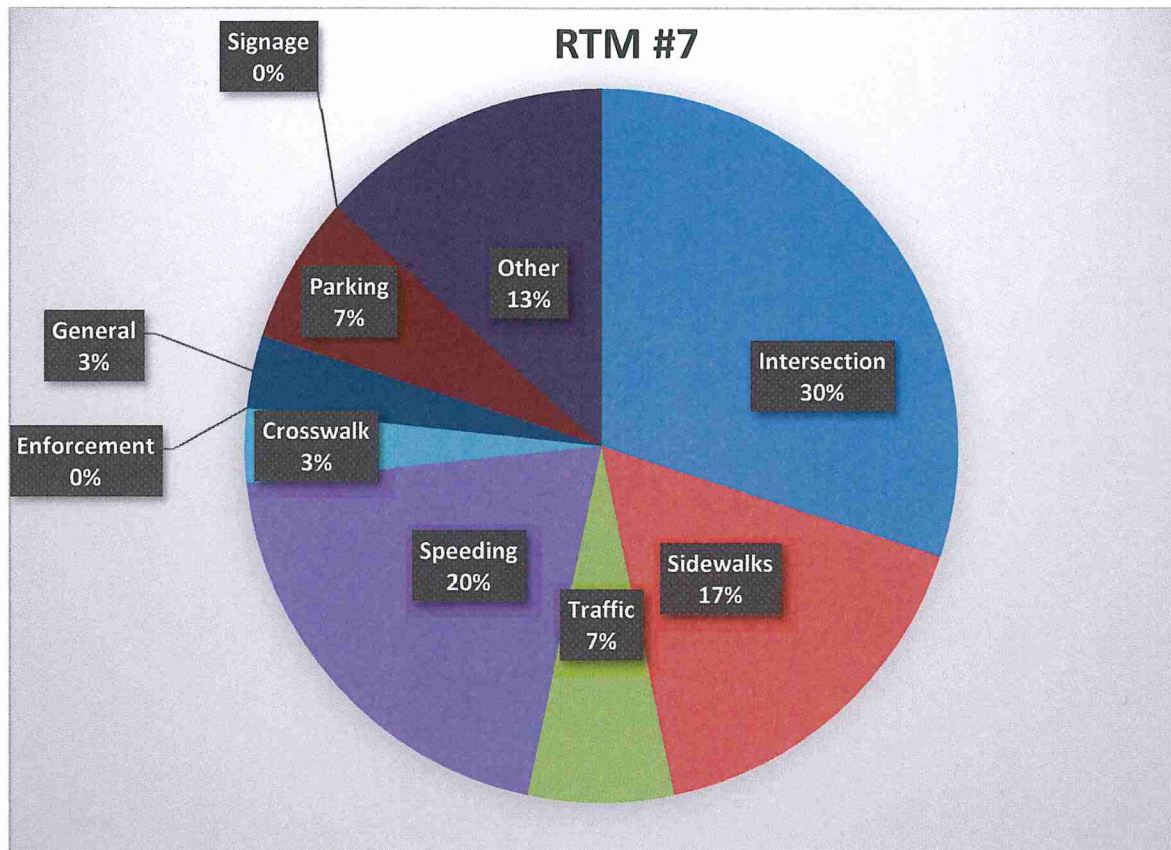


RTM #5

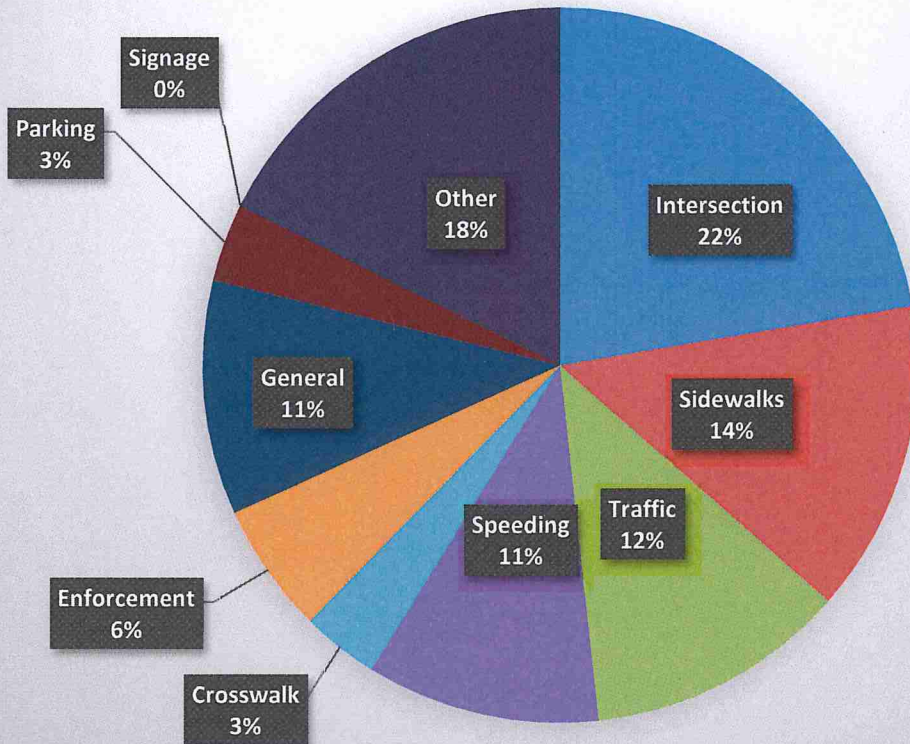


RTM #6

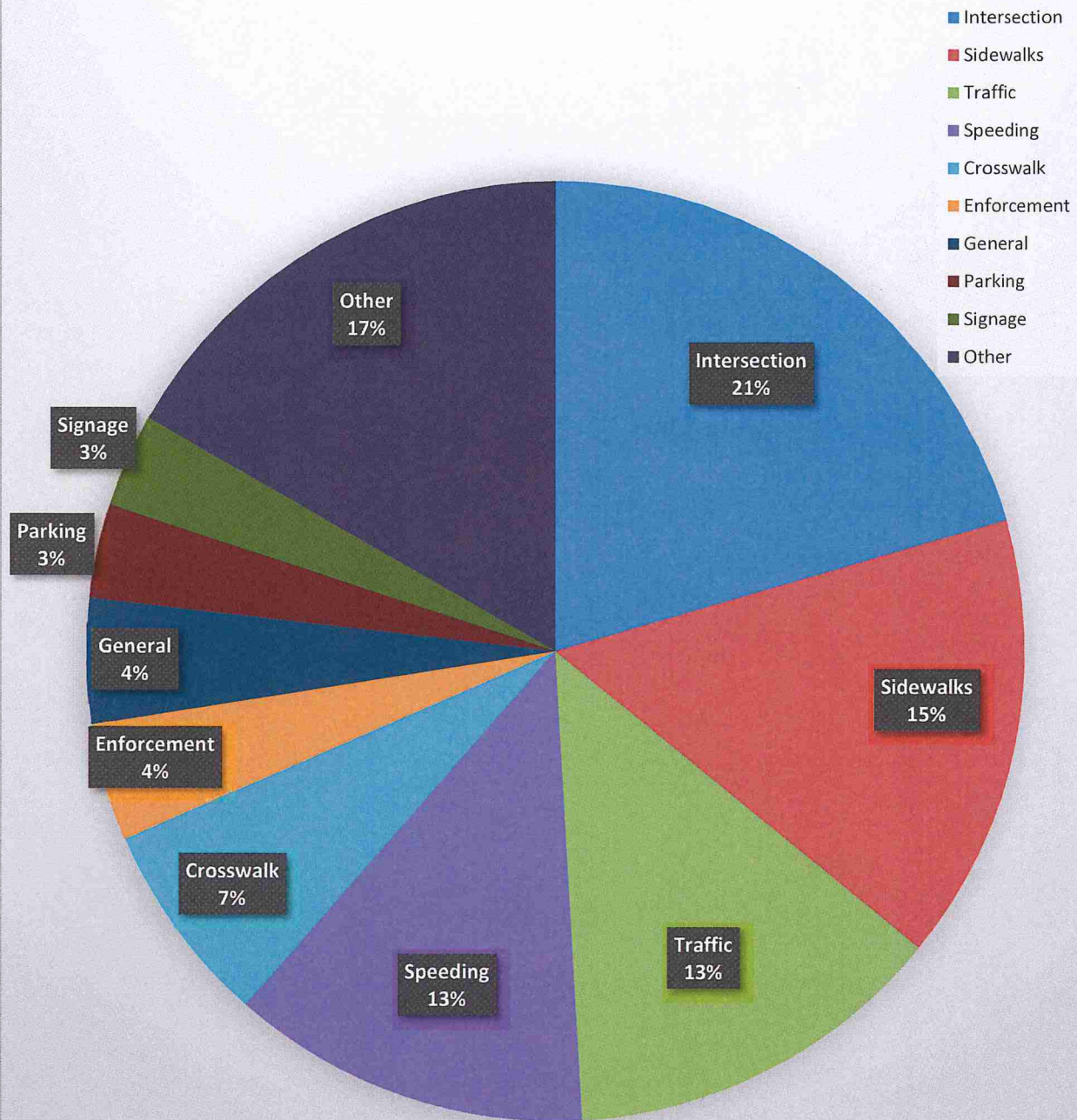




RTM #9



Traffic & Pedestrian Safety Meetings - All Districts



TRAFFIC & PEDESTRIAN SAFETY MEETINGS

APPENDIX B: GREEN BUCKET ITEMS

TRAFFIC PEDESTRIAN SAFETY MEETINGS 2022:
SUMMARY OF "GREEN BUCKET" ITEMS BY RTM DISTRICT

District	Location and/or Cross Street	Nature of Complaint	in Dist.	Notes
1	Hillspoint Rd north from Old Mill Rd	Area needs improved and more sidewalks.	1	There is a sidewalk project currently under design for this area, part of a State Grant Program.
1	CT Turnpike corridor	Traffic within the CT Turnpike corridor has increased dramatically over the years. Many accidents in the area, traffic is a mess.	2	This Task Force represents an ongoing work group meeting to address traffic concerns throughout the Town.
2	King's Highway N at Ludlow Rd	Request for a crosswalk here. The sidewalks are in bad shape.	1	A new sidewalk and a new crosswalk was installed in 2022.
2	Riverside Ave at Riverside Park	Why is there no sidewalk only along this stretch?	2	Sidewalk completed, 2022
3	Main St from Canal St to Wassell Ln	Existing sidewalk is in poor condition: manholes, uneven grades, potholes, very dangerous condition. Yes, LOTCIP project will repair, but what about interim measures to repair?	1	Sidewalk repair project underway, and should be completed in 2023.
3	1 Sylvan Rd N (private school)	This is a private school. Parents line up to drop off and pick up kids. She cannot make a left hand turn out of her driveway because of traffic. No sign warning School Zone. Parents parking on Pioneer Rd.	2	WPD spoke with this school's administration. They are eager to address these issues as a school and for the Town.
4	Post Rd E at Taylor Pl (Tiffany Corner)	Busy, dangerous intersection, not well marked.	1	A new signal was recently installed; new markings in roadway.
4	Post Rd E at Hillspoint Rd and Roseville Rd	The signal timing does not allow much traffic to clear the intersection. Perhaps the intersection's signalling could be better thought out.	2	The CT DOT has a project for this intersection beginning in 2022. Refer to State Project 158-215.
4	Hillspoint Rd, Compo Hill Ave to Green's Farms Rd	Much pedestrian traffic. Sidewalks are needed here.	2	There is a sidewalk project currently under design for this area, part of a State Grant Program.
4	Old Mill Beach Parking Lot; Old Mill Rd	Summer beach traffic. There is too much traffic in the lot, small children present, very dangerous. There is a Special Needs child in the area. Lots of pedestrian traffic. What can be done to increase awareness, especially from May to October?	3	Early messaging at the start of summer season- pedestrian, bicycle and motor vehicle safety. Traffic authority to examine traffic narrowing in parking area.
5	West Parish Rd at Hillandale Rd	This is a very dangerous intersection, many near misses. West Parish Rd is used as a cut through between Green's Farms Rd and the Post Rd E, also between CT Turnpike and Post Rd E. Could a 4-way stop be placed here?	1	There is a 4-way stop pending approval from the Board of Selectwomen.
5	Post Rd E at Lansdowne	Can the crosswalk here across the Post Rd E be one with flashing lights? A camera to catch offenders?	2	CT DOT and State Legislation is reviewing the use of these, and would need to pass legislation allowing enforcement cameras.
6	Post Rd E at Roseville Rd and Hills Point Rd	This is a dangerous intersection. Unclear lane striping.	1	The CT DOT has a project for this intersection beginning in 2022. Refer to State Project 158-215.
8	Bayberry Ln	Bayberry Ln Bridge is finally being replaced!	1	Bridge under construction
8	Cross Highway at Bayberry Ln	Very dangerous intersection.	2	Town is having a Traffic Study and proposed improvements implemented.
9	Myrtle Ave at Post Rd E	Refer to Handout for details. Dangerous intersection.	1	This intersection was enhanced in 2020 for pedestrian safety and traffic volume.
9	Baldwin Parking Lot	With the Baldwin Parking Lot closed, there is no place for people to park. This needs better signage and direction.	1	The Baldwin lot improvements have been completed.
9	All across Town	Is there a major disaster evacuation plan in place?	2	The Emergency Management Director (EMD) maintains the Local Emergency Operation Plan (LEOP) for the Town.

TRAFFIC & PEDESTRIAN SAFETY MEETINGS

APPENDIX C: YELLOW BUCKET ITEMS

TRAFFIC PEDESTRIAN SAFETY MEETINGS 2022:
SUMMARY OF "YELLOW BUCKET" ITEMS BY RTM DISTRICT

District	Location and/or Cross Street	Nature of Complaint	in Dist.	Notes
1	Hillspoint Rd at Compo Hill Ave	Deli and 233 Hillspoint Rd. Dangerous, not well marked intersection.	1	Sidewalk project pending (CCGP Grant).
1	Bridge St at Compo Rd S	The intersection gets congested. Left hand turn lanes need revising. Rush hour issues.	2	The Town has a request into the CT DOT at this intersection. Also, there would be potential improvements with a Cribari Bridge project.
2	King's Highway N from Woodside Ave to Post Rd W	Request to put in a sidewalk here.	1	A sidewalk would be considered for this road after completion of repair of existing sidewalks. (Medium-term plan).
2	All across Town	Narrow parking spots at restaurants. Need wider parking spots.	2	Town owned parking lots will be made conforming as they are redeveloped. This includes the Baldwin Lot, Parker Harding Plaza, Jesup Green, and eventually, the Imperial Avenue Lot.
2	All across Town	Sidewalks are not ADA compliant. Telephone poles, gas and water valves; sidewalks are very dangerous to navigate.	2	Sidewalk repairs are ongoing Town-wide, always with the consideration of making them as accessible as feasible.
2	Riverside Ave at Auto Body Shop	Street parking at the Auto Body Shop causes hazards for pedestrians and bicyclists.	3	WPD is aware of the problem, and will outreach to property owner to help with this issue. Traffic and parking enforcement may be implemented, if necessary.
3	Post Rd E/W at Wilton Rd & Riverside Ave	Intersection is very dangerous for pedestrians. Needs to be better marked, signed, timed. You have to wait for several cycles before you can make it through. Can a crosswalk be added on the west side of the box? Needs better signage. [PAR: concurrent vs. exclusive crosswalks]	1	Refer to Main to Train Program. 1 - 2 year goal to complete this intersection. New improvements being examined include crosswalk and better signaling for pedestrians.
3	Post Rd E at Hillspoint Rd	People using the parking lot for Cumberland Farms as a cut through to avoid the light. Very dangerous for pedestrians and customers at Cumberland Farms.	2	The CT DOT has a project for this intersection beginning in 2022. Refer to State Project 158-215.
3	Post Rd E at Parker Harding Plaza	Crosswalk on the west side of intersection needs to be reinstated. It was there until the most recent repaving.	2	CT DOT project is in the works, but has been delayed due to staffing.
3	Newtown Turnpike to Broad St	People use it as a shortcut to avoid Wilton Rd & Rte 57. Too much truck traffic.	3	WPD has Traffic Enforcement assigned for No Through Trucks in this area. Signage extent and placement to be examined.
4	Compo Rd S down to the beach	There should be a bike lane along both sides of the road.	1	Possible sharrows could be added.
4	Post Rd E/W at Wilton Rd & Riverside Ave	Very busy, confusing, and congested intersection. Going west on Post Rd W up the hill from Riverside Ave is very dangerous.	1	Refer to Main to Train Program. 1 - 2 year goal to complete this intersection. New improvements being examined include crosswalk and better signaling for pedestrians.
4	Bridge St at Riverside Ave	Dangerous crosswalk.	2	Explore "Exclusive" vs "Concurrent" Intersection. Possible candidate for a Leading Pedestrian Interval (LPI).
4	Compo Rd S at Bridge St and Green's Farms Rd	Light timing is awkward for cars/pedestrians. The intersection needs alternating light, better timed for traffic patterns.	2	The Town has a request into the CT DOT at this intersection. Also, there would be potential improvements with a Cribari Bridge project.
4	Compo Beach Rd at Compo Beach into Parking Lots	The entrance into and out of the beach is awkward. There is no clear signage for vehicles and pedestrians coming into or going out of the beach. Dangerous for pedestrians. Eliminate the left hand turn out of the beach and make one way from Bradley St to the beach. Fix geometry and sight lines.	3	Examine the geometry of the crosswalk at entrance of Compo Beach.
4	Compo Rd S and others...	Could the Town put solar awareness panels along Compo Rd S?	3	Town to investigate cost and feasibility of crosswalks along Compo Rd S.
5	Church St S	Delivery trucks for the Little Barn restaurant park on the street and make a dangerous traffic pattern.	1	The Town will investigate making this a "No Parking" zone along Church St S.
5	Westway Rd from Green's Farms Rd to Fairfield line.	Lots of trucks and tractor trailers on Westway Rd. Why? They cannot get under the railroad bridge.	2	WPD to investigate possible additional "low bridge" signage that may be needed at Westway Rd and Oxford for RR bridge.
6	Compo Rd N at Evergreen Ave	Very dangerous and difficult intersection. How do we protect pedestrians here?	1	A Traffic Study has been requested from the CT DOT.

TRAFFIC PEDESTRIAN SAFETY MEETINGS 2022:
SUMMARY OF "YELLOW BUCKET" ITEMS BY RTM DISTRICT

6	Post Rd E/W at Wilton Rd & Riverside Ave	Very busy, confusing, and congested intersection.	2	Refer to Main to Train Program. 1 - 2 year goal to complete this intersection. New improvements being examined include crosswalk and better signaling for pedestrians.
6	Long Lots Rd from Ruta Ct to New Development	Need a connecting sidewalk.	3	The Town will investigate installing a sidewalk in this area. There are drainage concerns here.
7	Cross Highway from North Ave to Bayberry Ln	Request for a new sidewalk. Would especially like a sidewalk to the Porch at Christie's.	1	The Town is in design for improvements along this corridor.
7	Bulkley Ave N at Post Rd E; Westfair Dr at Post Rd E; Westfair Dr as cut through; Fairport Rd	Refer to Handout from Anna Rycenga for details. Multiple issues and problems with existing layout. Parking on Westfair Dr even in spite of No Parking signage.	2	Explore changing Westfair Dr to "Emergency Access Only." Request RRFB from CT DOT.
7	Hyde Ln	Would like to request a sidewalk along Hyde Ln.	3	There is an existing sidewalk. It is in queue for repair.
8	Bayberry Ln from Cross Highway to Easton Rd	This road is very dangerous. Speeding, no sidewalks, dangerous to walk in road, potholes on road. (Highway Department).	1	Enforcement has been scheduled per WPD highlighting on this issue. WPD Condition Reports will be filed for potholes.
8	Easton Rd, from Weston Rd to Coleytown Rd	Sidewalk along Easton Rd is in disrepair; needs repairs.	2	The Town is considering a design for improvements along this corridor.
8	Easton Rd; Weston Rd; Main St	Very problematic intersection, layout and signage. Traffic control and traffic flow is dangerous. Very awkward geometry.	3	Refer to CT DOT PP-158-009. Proposed changes to intersection being considered by the CT DOT and Town, and being presented to the public.
9	Post Rd E/W at Wilton Rd & Riverside Ave	Very dangerous intersection, dangerous left hand turns.	1	Refer to Main to Train Program. 1 - 2 year goal to complete this intersection. New improvements being examined include crosswalk and better signaling for pedestrians.
9	Downtown	Difficulty parking downtown.	2	There are several on-going Downtown Improvements projects being designed and considered with respect to parking.
9	Compo Rd N at Evergreen Ave	Dangerous left and right turns due to poor sight lines. Very dangerous intersection. [Al D'Amura response: Town has a request in to the State for this intersection.]	3	A Traffic Study has been requested from the CT DOT.

TRAFFIC & PEDESTRIAN SAFETY MEETINGS

APPENDIX D: RED BUCKET ITEMS

TRAFFIC & PEDESTRIAN SAFETY MEETINGS

SUMMARY OF TOP “RED BUCKET” ITEMS

“Red Bucket” items are those requests that are either too cost prohibitive, too difficult to implement, or are outside the control of the Town and thus, the Town has chosen not to pursue these issues at this time. These items are in contrast with the Green Bucket and Yellow Bucket requests, which are more likely to be implemented.

Of the list of Red Bucket requests, more than three quarters of the issues were encompassed within the following five (5) categories:

- Sidewalks
- Intersections
- Speeding
- Heavy Traffic
- Crosswalks

Here is a summary of some of the reasons why these were considered Red Bucket items.

Sidewalks.

In order to construct a sidewalk along the side of a roadway, there needs to be enough space within the Town right-of-way (ROW) to accommodate it. Should the sidewalk encroach onto private property, easements would be required from private property owners. These easements can end up being very costly.

Similarly, if the side of the roadway is very steep, then the construction of a sidewalk would require grading to support the sidewalk, including possibly retaining walls. This supplemental grading and construction may well require grading easements, which, as mentioned above, can end up being very costly.

If a property owner does not willingly agree to an easement, the Town would need to perform a property taking in order to obtain the easement. As you might expect, such property takings are not very popular with the public.

In short, if the ROW is too narrow, or the topography is too steep, these ROW and topography restrictions would make construction of a sidewalk in the specific area cost prohibitive.

Many of the roads where the Town would like to have a sidewalk constructed, for example, Compo Road North, have such ROW and topographic restrictions. These roads are often within State of Connecticut ROWs, and as such, would require Connecticut Department of Transportation (CT DOT) cooperation and approval. This adds a

significant level of complexity to the design, permitting, and construction phase of any potential construction project.

Given these constraints, the Town generally looks to take care of its own sidewalks first.

The Town's Long Term Sidewalk Plan is to fix our existing sidewalks and cross walks, first, before constructing new ones. The focus for sidewalks is as follows, and in this order: (1) schools; (2) downtown and access to downtown; (3) recreational areas and access to recreational areas.

Intersections.

For many of the intersections cited, it might be an improvement to re-align the intersection. The Town might even wish to do so. However, the existing geometry of property lines would require the Town and/or the State to implement extensive private property takings in order to make enough room for meaningful lane revisions. This would be both cost prohibitive, and make for logistical difficulties.

With some of the areas in question, the right-of-way (ROW) is too narrow to add additional turning lanes. Again, property takings would be required which are both expensive and unpopular.

For some of the intersections, they are located entirely within State roads, and within the purview of the CT DOT. For several intersections, the CT DOT has no plans to re-align or modify the specific intersection. In the CT DOT's view, the specific intersection is OK as is.

Similarly, with some of the intersections' signals, the CT DOT has indicated that the timing of the lights for a specific intersection meets their standards and is appropriate for the intersection. Thus, the Town would not be pursuing changes for this intersection.

Making adjustments to the timing of the lights may also result in a backup on adjoining roads, which would not be acceptable to the CT DOT.

One additional consideration is that the Town and State cannot force private property owners to make revisions to their site. Thus, for the Trader Joe's parking lot and CVS parking lot area, changes would be a great improvement, but would require cooperation and action by the private property owners, for which they have little incentive. So, changes to this, though desirable, are not very likely.

For these reasons, it was concluded that these requests be listed as Red Bucket items.

Speeding.

Everyone agrees almost unanimously that speeding is an issue and needs to be addressed.

Under the Green Bucket items, the Westport Police Department has taken extensive enforcement actions in order to address speeding and have dedicated a Traffic Safety Unit to enforcement and traffic calming issues.

The requests under the Red Bucket items include issues where action by the Town is either not warranted or not effective.

Several of the items include requests for speed humps or speed “tables”. Please refer to the Town’s Speed Hump Policy which is available through the First Selectwoman’s office and on the website under the “Traffic and Pedestrian Safety” tab.

There are several restrictions on where speed humps are allowable. These include:

- Located on roads classified as Local or Minor only, not on Major, Collector, or Arterial roads.
- Located on two lane roads, not larger.
- Located on relatively straight roads with no dramatic curvature.
- Located where there are adequate sight distances.
- Located on roads where the speed limit is less than 30 mph.
- Located where the Average Daily Traffic (ADT) is 3,000 or less.
- Located where there is limited truck traffic.
- Not located on roads that are used as primary or routine emergency vehicle access routes.
- Not located on State or private roads.

Many of the requests for speed humps do not meet the Town’s Speed Hump Policy. As such, the Town would not be pursuing installation of them.

Regarding the use of stop signs to control speeding, note that per the Westport Police Department and the Local Traffic Authority, stop signs are not effective and are not used for speed control exclusively.

With regard to changing or amending speed limits, note that they are set by the CT DOT.

As for starting and implementing a campaign to “stop speeding” throughout the Town, it is definitely a good idea.

For these reasons, it was concluded that these requests be listed as Red Bucket items.

Heavy Traffic.

Many of these items include requests to limit access to the use of certain roads or the use of certain roads by truck traffic.

The Town cannot restrict access to a Public roadway, be that a Town road or a State road.

In a similar manner, the Town cannot restrict truck traffic from a roadway that has been classified as a Collector or Arterial roadway.

For these reasons, it was concluded that these items be listed as Red Bucket items.

Crosswalks.

Many of these items are similar in nature to the Sidewalks category above.

In short, while some of the suggested crosswalks may well be a good idea, they would require revisions to private property, and the Town and/or State cannot do that.

Midblock crosswalks are discouraged and avoided if possible.

Some of the requests were for crosswalks on State roads, and to the Town's knowledge, the CT DOT has no plans for additional crosswalks in those specific areas.

For these reasons, it was concluded that these requests be listed as Red Bucket items.

TRAFFIC PEDESTRIAN SAFETY MEETINGS 2022:
SUMMARY OF TOP "RED BUCKET" ITEMS BY RTM DISTRICT

RTM DIST	Location and/or Cross Street	Nature of Complaint	Category	Notes
1	Harbor Rd (whole) and Duck Pond Rd	Dangerous for pedestrian & bike traffic. Area needs sidewalks. The roadways need better striping and signage.	Sidewalks	The right-of-way (ROW) is too narrow along these roads to construct a sidewalk.
2	Post Rd W all the way to downtown.	Terra Nova Circle to downtown Westport	Sidewalks	The Town has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.
3	Newtown Turnpike to Broad St	There are no sidewalks or bike lanes. It is very dangerous to the many pedestrians and bicyclists.	Sidewalks	The right-of-way (ROW) is too narrow along these roads to construct a sidewalk or create a designated bike lane.
3	Newtown Turnpike to Broad St	Dangerous for pedestrian & bike traffic. Young children in neighborhood.	Sidewalks	The right-of-way (ROW) is too narrow along these roads to construct a sidewalk.
3	Rebel Rd, Cavalry Rd	There are no sidewalks or bike lanes. It is very dangerous to the many pedestrians and bicyclists. The Town needs an awareness campaign for pedestrians, i.e. what pedestrians can and cannot do, proper behaviour on trafficked roads.	Sidewalks	The Town has no plans to install sidewalks along Cavalry Road. Pedestrian traffic issues will be enforced as necessary by WPD.
3	Sylvan Rd N	No sidewalks along Sylvan Rd N. Request a sidewalk here, from Post Rd W to Pequod Trail (north)?	Sidewalks	The Town has no plans to add additional sidewalks along Sylvan Rd N.
4	Thomas Rd and Compo Rd S	ROW on Thomas Rd is very narrow and dangerous for pedestrian traffic. Perhaps a sidewalk could be installed? Can the Town use Eminent Domain to widen the ROW?	Sidewalks	This would require extensive property takings by the Town from private owners.
5	Church St S	Pedestrian traffic along Church St S is very dangerous.	Sidewalks	The Town has no current plans for sidewalks in this area.
6	Compo Rd N, between Darbrook Rd and Brookside Ln	A sidewalk along Compo Rd N would greatly enhance pedestrian traffic and safety.	Sidewalks	The CT DOT has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.
6	Roseville Rd	A sidewalk along Roseville Rd would greatly enhance pedestrian traffic and safety.	Sidewalks	The Town has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.
6	Terhune Dr; North Ave; Pumpkin Hill	School traffic would be greatly helped by sidewalks in this area.	Sidewalks	The Town has no plans for sidewalks in this area.
7	Bulkley Ave N	Would like to request a sidewalk along Bulkley Ave N.	Sidewalks	The Town's Long Term Sidewalk Plan is to fix our existing sidewalks and cross walks, first, before constructing new ones. The focus for sidewalks is as follows, and in this order: (1) schools; (2) downtown and access to DOWNTOWN; (3) recreational areas and access to recreational areas.
7	Bulkley Ave N from Post Rd E to Brook Ln	Resident requests a new sidewalk.	Sidewalks	The Town's Long Term Sidewalk Plan is to fix our existing sidewalks and cross walks, first, before constructing new ones. The focus for sidewalks is as follows, and in this order: (1) schools; (2) downtown and access to DOWNTOWN; (3) recreational areas and access to recreational areas.
8	Bayberry Ln	Cannot walk to Newman Poses Preserve.	Sidewalks	The Town has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.
9	Compo Rd N	Compo Rd N is very dangerous. Lots of speeding and no sidewalk. Pedestrian traffic is dangerous. This road needs a sidewalk.	Sidewalks	The CT DOT has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.
9	Compo Rd N	She would like to request a sidewalk on Compo Rd N.	Sidewalks	The CT DOT has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.
9	Compo Rd N	Would like to request a sidewalk along Compo Rd N	Sidewalks	The CT DOT has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.
9	Compo Rd N	Would like to request a sidewalk along Compo Rd N.	Sidewalks	The CT DOT has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.

TRAFFIC PEDESTRIAN SAFETY MEETINGS 2022:
SUMMARY OF TOP "RED BUCKET" ITEMS BY RTM DISTRICT

RTM DIST	Location and/or Cross Street	Nature of Complaint	Category	Notes
9	Compo Rd N	What are the barriers to getting a sidewalk on Compo Rd N? [JJB response listed many of the criteria: ROW width, compliance, property takings, topography, grading, sight distances, review time and cost.]	Sidewalks	The CT DOT has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.
9	Compo Rd N	Provide steps the Town can take to install sidewalks on this State road	Sidewalks	The CT DOT has no plans for sidewalks in this area. The right-of-way (ROW) and topography restrictions would make such a sidewalk cost prohibitive.
9	Imperial Ave	Pedestrians walking along Imperial Ave, speeding makes it dangerous. Crosswalks are dangerous. What are the State laws regarding crosswalks?	Sidewalks	There are two mid-block crosswalks on Imperial Ave. Both are located at the most optimal location available and have adequate sight lines. Sidewalks are all 5' wide. Unfortunately, pedestrian behavior doesn't always conform to the off-road places to walk and run that have been provided.
2	Post Rd W / Ludlow Rd / Lincoln St	Very dangerous intersection. Awkward geometry from Ludlow Rd to Lincoln St.	Intersection	The CT DOT has no current plans to modify or re-align intersection.
2	Post Rd W at Sylvan Rd N	Bad sight line issue. A right turn on red lane would help.	Intersection	Right-of-way for Sylvan Rd N is too narrow to add an additional turn lane. Right turn on red is restricted at this intersection due to sight lines and speed of vehicles on Post Rd W.
3	Main St at Richmondville Ave	Red bollards have been placed at 367 Main St	Intersection	This is not a Town issue. The bollards are on private property.
3	Main St; Clinton Ave; Compo Rd N	Why is there no right on red from Main St going south onto Clinton Ave? [PAR: skewed intersection, too acute of an angle; also it is a signalized intersection.]	Intersection	Issue was addressed at meeting: it is a skewed intersection, too acute of an angle. Also, it is a signalized intersection with no Right-on-Red allowed.
3	Sylvan Rd N at Post Rd W	Dangerous intersection. Very steep hill going downhill. People don't stop on the slope, they blow through the light. This is a very crazy intersection.	Intersection	Traffic Enforcement scheduled per WPD. Right-of-way for Sylvan Rd N is too narrow to add an additional turn lane. Right turn on red is restricted at this intersection due to sight lines and speed of vehicles on Post Rd W.
5	Post Rd E at Church St S	There is a utility pole at the corner here that is very near the edge of asphalt. Trucks must swerve way out into the Post Rd to avoid it. Can the pole be moved?	Intersection	Relocating the pole would be the responsibility of Eversource, and they are highly unlikely to relocate it given the amount of utilities on the pole.
5	Post Rd E at Maple Ave N to Maple Ave S	There is a big bump when traveling along Maple Ave N to S across the Post Rd E. Can this be smoothed out?	Intersection	An inquiry was made with the CT DOT, and they stated that they have no plans to modify this intersection.
5	Post Rd E at Morningside Dr N & S	11.85 second light, very dangerous. Green's Farms School is right there. Also, Post Rd E at Church St S. The State (CT DOT) needs to look into this.	Intersection	The CT DOT has indicated that the timing is appropriate for this intersection.
5	Post Rd E at Morningside Dr N & S	Very dangerous intersection. A year and a half ago he wrote to Hartford (CT DOT) but got little in the way of response. It is a 10 second light, too short a time. Very dangerous.	Intersection	The CT DOT has indicated that the timing is appropriate for this intersection.
6	Turkey Hill Rd N at Long Lots Rd	Going north on Turkey Hill Rd N and making a left onto Long Lots Rd is very dangerous and difficult.	Intersection	Not much can be done due to existing geometry and property lines.
7	Long Lots Rd; High Point Rd; Hyde Ln	Very problematic intersection, layout and signage. Traffic control and traffic flow is dangerous. Very awkward geometry.	Intersection	Not much can be done due to existing geometry and property lines.
7	Turkey Hill Rd N at Long Lots Rd	Going north on Turkey Hill Rd N and making a left onto Long Lots Rd is very dangerous and difficult. North Ave and Turkey Hill Rd N do not line up. Very dangerous driving pattern. Needs a 4-way stop pattern.	Intersection	Not much can be done due to existing geometry and property lines.
9	Compo Rd S at Post Rd E, Trader Joe's entrance.	Light as Post Rd E and Compo Rd S is a problem. The entrance/exit for Trader Joe's backs up traffic.	Intersection	While we all agree this would be a good idea, it is unlikely to be constructed. The Town and/or the State would need to force private property owner to make revisions to site, which is not very likely.
9	Imperial Ave at Bridge St	Very dangerous intersection.	Intersection	The CT DOT or the Town has no current plans to modify intersection.
9	Myrtle Ave at Post Rd E	He has petitioned to the State DOT to add 3 to 5 seconds to the left turning lane.	Intersection	CT DOT (State) advises need for or limit to additional seconds for Myrtle Ave traffic.

TRAFFIC PEDESTRIAN SAFETY MEETINGS 2022:
SUMMARY OF TOP "RED BUCKET" ITEMS BY RTM DISTRICT

RTM DIST	Location and/or Cross Street	Nature of Complaint	Category	Notes
9	Post Rd E and Compo Rd N and S	Left turn arrows leave insufficient time to turn.	Intersection	Any adjustment to timing of light would result in further back up on Route 1. State DOT would need to redesign.
1	All across Town.	There is speeding all about Town. Perhaps the Town needs to place hash marks on the road to reduce speeding.	Speeding	Refer to Town of Westport Speed Hump Policy for instructions on how and when to petition.
1	Treadwell Ave	Place speed humps along Treadwell Ave	Speeding	Refer to Town of Westport Speed Hump Policy for instructions on how and when to petition.
3	Richmondville Ave	Could stop signs be placed on Richmonville Ave to help stop the rampant speeding?	Speeding	The Town has no plans to adds stop signs. Note that stop signs are not used for traffic flow or speed control exclusivley.
4	Hales Court (throughout)	Speed humps are needed. He has an application it. Striping on the road has faded and needs to be repainted.	Speeding	Refer to Town of Westport Speed Hump Policy for instructions on how and when to petition.
4	Hales Court (throughout)	Could speed humps be installed?	Speeding	Refer to Town of Westport Speed Hump Policy for instructions on how and when to petition.
4	Riverside Ave at The Whelk (575 Riverside Ave)	Could the State put a speed table just south of The Whelk to mirror the walk that is between the two buildings?	Speeding	Refer to Town of Westport Speed Hump Policy for instructions on how and when to petition.
5	All across Town	Campaign to stop speeding. "Westport, Slow Down!!!" Unfortunatly, this will not work. She does not know what the solution is, but needs to state that it is a big problem in Town.	Speeding	Good idea, but it is outside scope of these meetings.
5	All across Town, but especially Green's Farms Rd	Can we get stop signs along Green's Farms Rd? There is too much speeding. Need more traffic calming, stop signs, stop lights, stop ahead signs, speed humps. Prospect Rd has speed humps. What are the data for this road regarding emergency response delays? Are they significant?	Speeding	Note that stop signs are not used for traffic flow or speed control exclusivley. Refer to Town of Westport Speed Hump Policy for instructions on how and when to petition.
5	All across Town, but especially Green's Farms Rd	Every road from Green's Farms Rd to the Post Rd E is 25 mph except Morningside Dr S, which is 30 mph. Why is this road 30 mph when the rest are 25 mph? Can we put Morningside Dr S back to 25 mph?	Speeding	Speed limits are set by the CT DOT. They currently do not have any plan to reduce the speed limit along this road.
5	Green's Farms Rd from Exit 18 to Exit 19	Can stop signs be added to slow traffic down? Speed bumps? The status quo is way too dangerous.	Speeding	Note that stop signs are not used for traffic flow or speed control exclusivley. Refer to Town of Westport Speed Hump Policy for instructions on how and when to petition.
6	Compo Rd N; across Town	She comes from Sweden, where the lanes are narrower. Narrow lanes make for slower driving speeds, people slow down.	Speeding	In general, these are State (CT DOT) roads. the CT DOT does not have any future plans to narrow this road. Ongoing WPD enforcement has been scheduled for Compo Rd N.
6	Darbrook Rd at Lantern Hill Rd	Speed humps or rumble strips would be helpful.	Speeding	Refer to Town of Westport Speed Hump Policy for instructions on how and when to petition.
6	Roseville Rd; across Town	She comes from Norway, where the lanes are narrower. Narrow lands make for slower driving speeds, people slow down. There is not enough traffic enforcement by the Police Department.	Speeding	In general, these are State (CT DOT) roads. the CT DOT does not have any future plans to narrow this road. Ongoing WPD enforcement has been scheduled for Compo Rd N.
8	All across Town.	Adjust speed limits: 25 mph is too slow, 50 mph is too fast, perhaps 35 mph is just right. Pick a happy medium. Use "stop ahead" signs.	Speeding	Agreed. Unfortunately, speed limits are set by CT DOT. Note that stop signs are not used for traffic flow or speed control exclusivley.
8	All across Town.	Can he take a picture of a speeding car and send it to the Police Department for enforcement? (Answer: no. BUT, passing a school bus or other infractions, yes.)	Speeding	This comment and question was addressed at the meeting by WPD.
9	All across Town.	Speed humps, mobile electronic signs, cops, plastic dolls with flags, Go Slow Now signs.	Speeding	Refer to Town of Westport Speed Hump Policy for instructions on how and when to petition.
1	All across Town.	Truck traffic is an issue, both near his house in Saugatuck and generally about Town.	Heavy Traffic	The Town cannot restrict trucks on collector roads.
2	King's Highway Elementary School	Signals at King's Highway Elementary School, Ludlow at Post Rd W is not well timed; bad geometry. Needs a well trained crossing guard.	Heavy Traffic	The CT DOT has no current plans to modify or re-align intersection.

TRAFFIC PEDESTRIAN SAFETY MEETINGS 2022:
SUMMARY OF TOP "RED BUCKET" ITEMS BY RTM DISTRICT

RTM DIST	Location and/or Cross Street	Nature of Complaint	Category	Notes
3	All across Town	Commuters and trucks	Heavy Traffic	The Town cannot restrict access to the use of Town and State roadways.
3	Sylvan Rd N to Partrick Rd	People are using Sylvan Rd N to Partrick Rd as a cut through from CT Turnpike to Merritt Parkway & vice versa.	Heavy Traffic	There is no present solution for this. We cannot restrict access on a Public roadway.
5	Green's Farms Rd	What if Green's Farms Rd had "no left turns"? This might keep people on the CT Turnpike, rather than using back roads.	Heavy Traffic	There is no present solution for this. We cannot restrict access on a Public roadway.
5	Green's Farms Rd from Connector to Fairfield Line	What is the ADT for this section of roadway? Traffic is ramping up post-COVID.	Heavy Traffic	We have no current data for this road.
5	Post Rd E and W	Traffic on the Post Rd is very bad. Heavy traffic volumes. There needs to be more long term planning for traffic volumes. Fact check the Traffic Studies.	Heavy Traffic	There is no present solution for this. We cannot restrict access on a Public roadway.
5	Westway Rd from Green's Farms Rd to Fairfield line.	Lots of traffic on this road. There was initially no speed limit sign; got one installed. Traffic is ramping up post-COVID.	Heavy Traffic	There is no present solution for this. We cannot restrict access on a Public roadway.
7	All across Town.	Lots of truck traffic in residential neighborhoods. Why not put this truck traffic on the Post Rd E?	Heavy Traffic	The Town cannot restrict trucks on collector roads.
7	All across Town.	Traffic noise is an issue.	Heavy Traffic	The Town or the CT DOT currently has no plans or present solutions for noise abatement in Westport.
8	All across Town.	WAZE redirects traffic to Westport roads. Non-Westporters are using Westport roads as their "cut throughs."	Heavy Traffic	The Town cannot restrict access to the use of Town and State roadways.
9	All across Town	The biggest problem is the re-routing of the CT Turnpike when traffic is heavy. Why is there no sound remediation?	Heavy Traffic	Ongoing work group meeting to address traffic concerns throughout town in place. The CT Turnpike along Green's Farms Rd and Bridge St does not qualify per State CT DOT guidelines for sound abatement barriers.
9	Sherwood Island Conn. at Greens Farms Road	Should restrict left turns from Sherwood Connector to Greens Farms at certain times of day because queuing blocks driveways.	Heavy Traffic	This would not be allowed by the CT DOT.
2	Riverside Ave at Sylvan Rd S	There is no crosswalk at the Sunoco Station; there is one a bit further south.	Crosswalk	No plan to add additional crosswalk in this area.
2	Saugatuck Ave at CT Turnpike	No sidewalk on the east side of Saugatuck Ave under the CT Turnpike bridge near Exit 17. No lighting either.	Crosswalk	The CT DOT has no plan to add sidewalks in this area.
3	323 Main St, Hudson Malone Restaurant	Can a crosswalk be added here. There is much pedestrian traffic that uses the parking lot across the street for the restaurant.	Crosswalk	While we all agree this would be a good idea, it is unlikely to be constructed. Would need to force private property owner to make revisions to site, which is not very likely. Would need to modify the entrance on Canal Street side to discourage the cut through.
3	323 Main St, Hudson Malone Restaurant	Can a crosswalk be installed from the parking lot across the street to the restaurant? [PAR: a mid-block crosswalk is not very likely, it would be dangerous with traffic turning off Main St.	Crosswalk	While we all agree this would be a good idea, it is unlikely to be constructed. Would need to force private property owner to make revisions to site, which is not very likely. Would need to modify the entrance on Canal Street side to discourage the cut through.
3	345 Main St: Coffee An, Grapevine, Outpost Pizza	The parking lot has multiple, large entrances and exits that are atypical and dangerous. Very dangerous traffic patterns, dangerous crosswalk conditions, delivery trucks parked all over. Recommend close off parking lot, limit entrances and exits. Prevent trucks from parking randomly and haphazardly.	Crosswalk	While we all agree this would be a good idea, it is unlikely to be constructed. Would need to force private property owner to make revisions to site, which is not very likely. Would need to modify the entrance on Canal Street side to discourage the cut through.
9	Compo Rd N at East Main St	Would like to request a crosswalk at Winslow Park.	Crosswalk	Check with CT DOT (State). Since there are no sidewalks here, it would be a "crosswalk to nowhere."
9	Compo Rd N between Juniper Rd and Gorham Ave	Very dangerous to cross Compo Rd N in this area.	Crosswalk	Midblock crosswalk with no sidewalks on either side of a busy State road. Not recommended.
9	Imperial Ave at Grace Salmon Park	The crosswalk to the south of Grace Salmon Park is very dangerous.	Crosswalk	As constructed, the site meets all warrants, requirements, and sightlines.